

Views Along Lee Highway

*A MAIN STREET
OF THE
NATION*

*by
Lee
Highway
Association*

**The extension of
Pennsylvania Avenue
Washington, D.C., to connect with the pavements of California at San Diego
A Story of National Progress**



The New York, Philadelphia, Baltimore and Washington Route
The Luray Caverns, Lexington and Natural Bridge Route
The Roanoke, Bristol, Kingsport, Knoxville and Chattanooga Route

The Muscle Shoals Route

The Memphis, Little Rock and Hot Springs Route

The Red River and "Staked Plains" Route

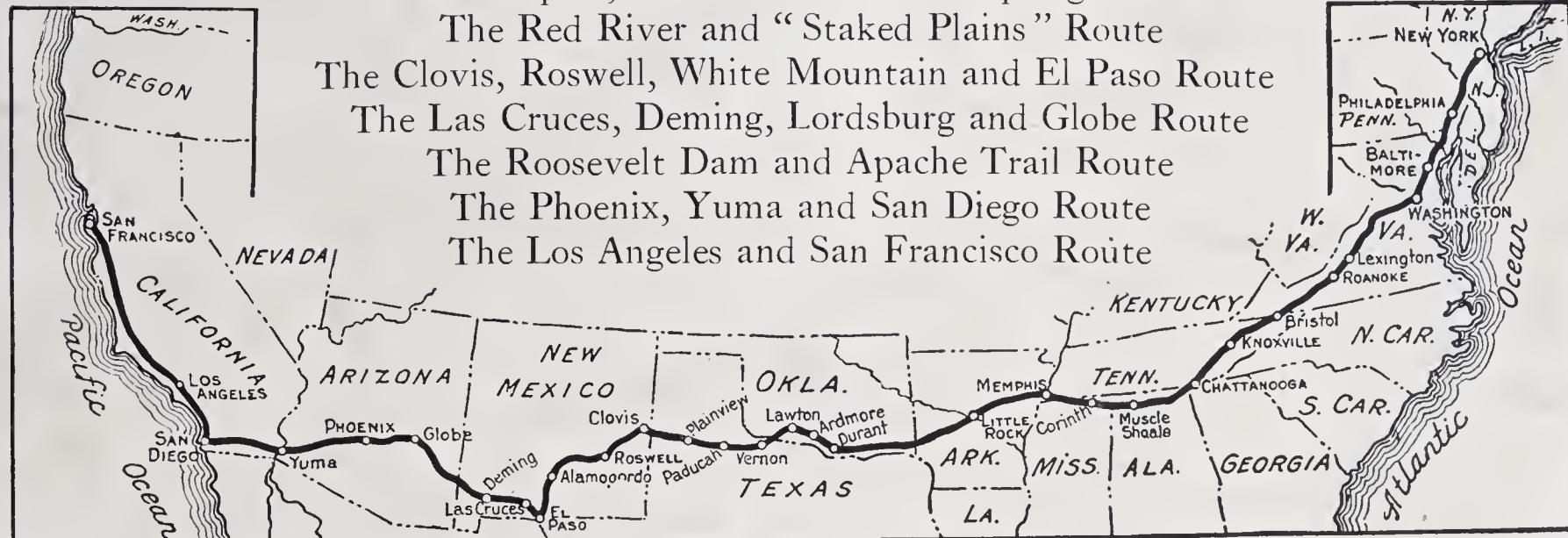
The Clovis, Roswell, White Mountain and El Paso Route

The Las Cruces, Deming, Lordsburg and Globe Route

The Roosevelt Dam and Apache Trail Route

The Phoenix, Yuma and San Diego Route

The Los Angeles and San Francisco Route



A distinctive feature of Lee Highway is its mountain scenery, there being more miles of such landscape on this than on any other transcontinental route.

Thirty minutes out of Washington, one sees Bull Run Mountains, thence almost to Muscle Shoals, Alabama, the Appalachians unfold their beauty and grandeur.

Crossing Arkansas, the Ozarks are traversed and variety is given to the table lands of western Oklahoma by the Wichita Mountains.

Between Clovis and Roswell, New Mexico, the blue peaks of the Capitans and the White Mountains loom up on the Western Horizon. Thence mountains are always in the picture until the last ramparts are left behind and the long, long trail takes one across the El Cajon Valley (view on left) to San Diego and all the delights of California.



Relief Map of North America, Showing Some of the
MAIN STREETS OF THE NATION

By FLORENCE C. FOX, Specialist in Educational Systems

U. S. Bureau of Education, Washington, D. C.

Used in teaching Highways in the Public Schools

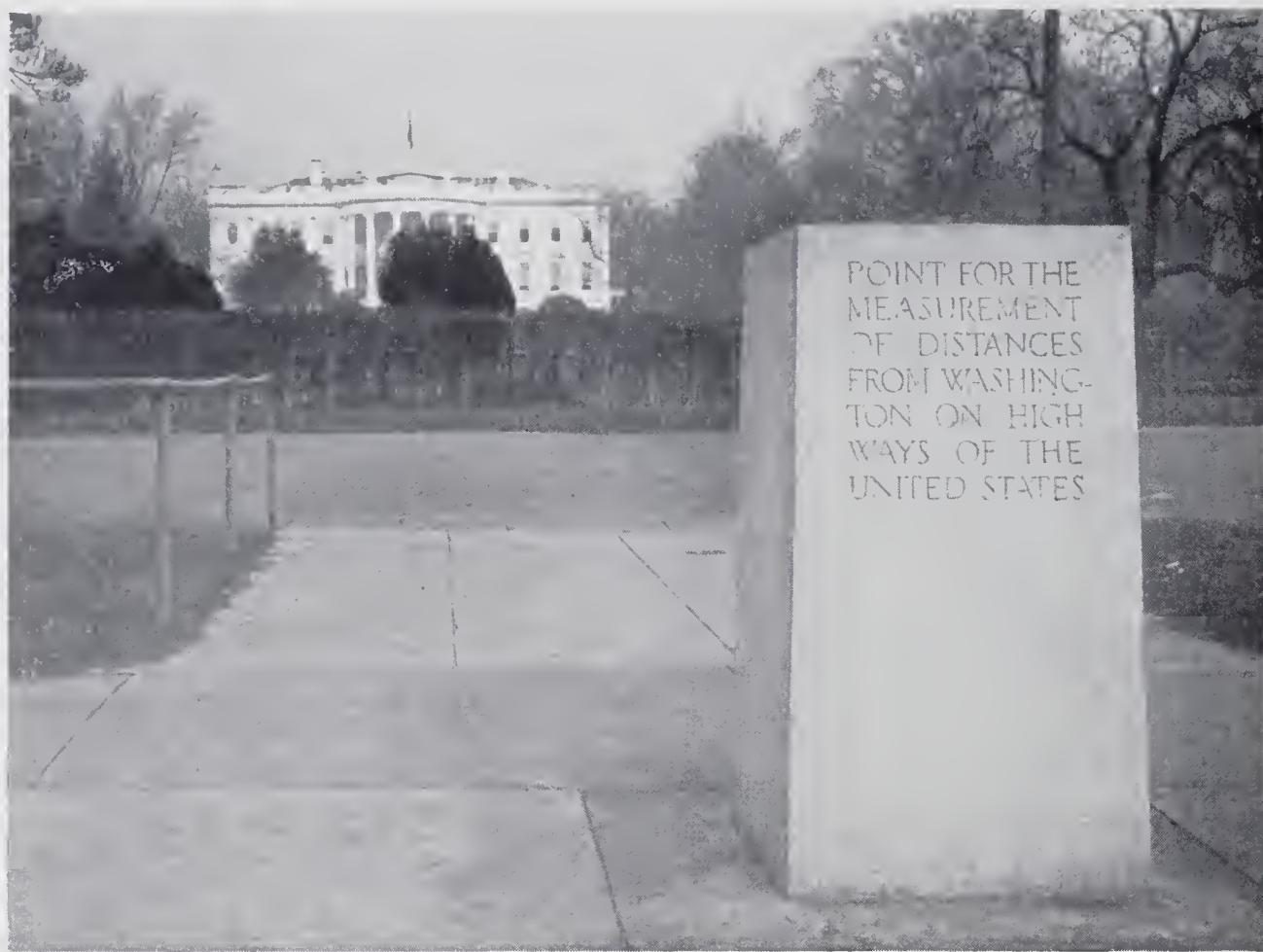
A beginning has been made in highway instruction, the subjects being "Lincoln Highway," "Lee Highway," the "Dixie Highway," and "Old Spanish Trails." The U. S. Bureau of Education will soon issue a bulletin to be sent to the state and county superintendents, to teachers, and to state normal and other training schools, explaining the method of instruction.

Views Along Lee Highway from Washington, D. C., to San Diego, California

Arranged in their order as seen in an automobile trip over Lee Highway from the National Capital through the South and Southwest to the Pacific coast, the views contained herein are designed to convey some slight idea of the remarkable progress made in road construction, together with the varied attractions which the region traversed offers to the tourist, the home-seeker and the investor. The scope of the work has been limited by the difficulty of securing photographs, as well as the limits of space. The material is of such richness and abundance that anything like an adequate portrayal would fill volumes. Other editions will follow in due season with illustrations of sections which could not be included in this issue.



Granite Monument erected by Lee Highway Association in Washington, D. C. Starting point of Lee Highway and all other national routes radiating from the Capital, showing north face of Monument—Washington Monument in background.



View of Zero Milestone, showing inscription on south face.—White House in background.

"I will thank you to convey my most cordial greetings to the members of your Association and wish for them renewed confidence and assurance in carrying out the great, helpful work for which the Association has been organized."

(Signed) WARREN G. HARDING



The Francis Scott Key Bridge, named in honor of the author of "The Star Spangled Banner," who lived near the north end of the Bridge in Georgetown. View is from the Virginia side, Georgetown in the background, Georgetown University in center. Lee Highway crosses the Potomac River on this bridge. Roadway of bridge 85 feet above mean low water at central span. Bridge is 70 feet wide and 2700 feet long. Cost \$2,350,000. Opened to traffic, January 17, 1923.

VIEWS ALONG LEE HIGHWAY

WASHINGTON, D. C.---BRISTOL, VA.-TENN. SECTION



The General Assembly of Virginia in February, 1922, established Lee Highway across the Commonwealth, a distance of about 400 miles, as Virginia's part in a national memorial to General Robert E. Lee.

Lee Highway is paved from Washington, D. C., several miles southwestward into Virginia. The road designated as Lee Highway from Falls Church to Fairfax Courthouse was surveyed by George Washington and is still in condition shown in view on the left. Last summer the Lee Highway Association led the movement which resulted in a bond issue of \$275,000, with the proceeds of which this gap will be closed with an 18-foot concrete road.



Fairfax Courthouse, 17 miles from Washington. Monument to first Confederate soldier to fall in the War between the States. Courthouse dating from Colonial times, with will of George and Martha Washington.



Lee Highway crossing Bull Run over old stone bridge 27.06 miles from Washington; beginning of Manassas battle fields, scene of fierce fighting at First Battle of Manassas, opening of the War between the States.

It is surprising that the Federal Government, which has spent money with lavish hand on roads and monuments to develop Gettysburg and the battlefields around Chattanooga as National Military Parks, should have neglected the Bull Run Battlefields, also known as the Manassas Battlefields, which are in close proximity to the National Capital and which mark the dramatic opening of the War. Lee Highway, by rendering these battlefields accessible from Washington, will hasten their development.



Lee Highway nearing Warrenton, about 45 miles from Washington.



The Rappahannock River, 54 miles from Washington.



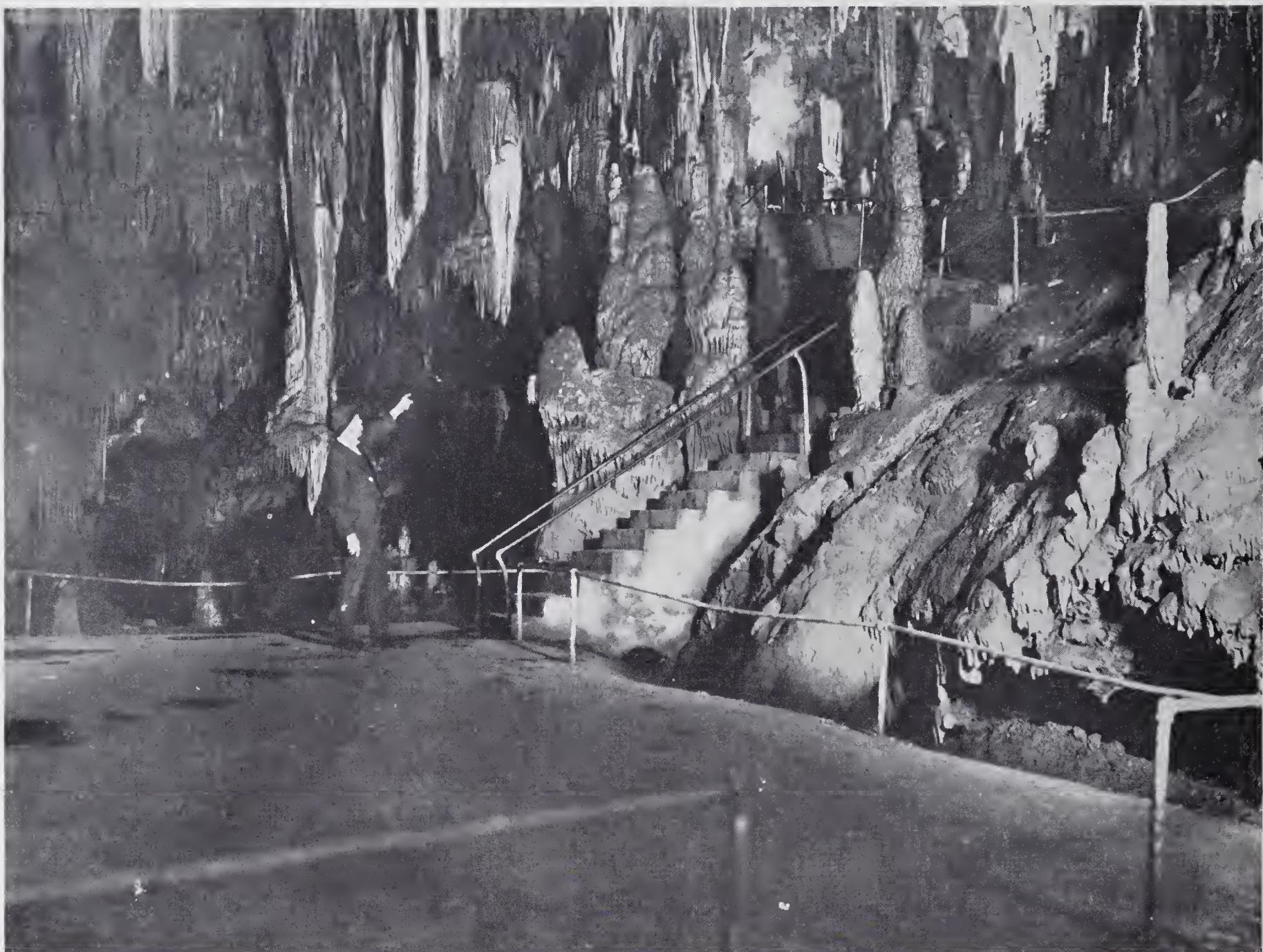
Grist Mill, 79 miles from Washington.



Lee Highway crossing Blue Ridge Mountains at Thornton's Gap.



Lee Highway following a beautiful valley leading to Luray.



A chamber in Luray Caverns, the most extensive and beautifully colored grottoes in the world. They were viewed at one time by over 5000 excursionists from Philadelphia. Electrically lighted and traversed without discomfort or the soiling of clothing.



The South Shenandoah River.



Lee Highway between Harrisonburg and Staunton. A section of the famous Valley Pike which was constructed many years ago connecting Winchester with Staunton, a distance of 93 miles.

It is an old saying that "One good road breeds another." The "Valley Pike" was laid out by Crozet, one of Napoleon's engineers, who, escaping from Waterloo, came to America. Built as a toll-road, it was taken over a few years ago as a State Highway and the toll-gates removed. It was the strong desire of the Lexington men to have this road extended southwest to their city and on to Roanoke and Tennessee that caused them to take the lead in organizing Lee Highway Association.



Lee Highway near Staunton, Virginia, with view of the Valley of Virginia.

A lateral of Lee Highway runs from Staunton to Hot Springs and White Sulphur Springs, Virginia, two of the most popular resorts in the world.



Old blacksmith shop four-fifths of a mile from Lee Highway between Staunton and Lexington, Virginia, where Cyrus H. McCormick made the first reaping machine. Historic buildings like this are rapidly disappearing. Lee Highway Association has undertaken the work of preservation and marking of such.



The house in which Sam Houston of Texas fame was born, on Lee Highway near Lexington, Virginia.



View of old main building, Washington and Lee University, Lexington, Va.

General Lee became President of Washington College in the autumn of 1865, when the name was changed to Washington and Lee University. During the five remaining years of his life he laid the foundation, deep and strong, of one of the best institutions of education in the country. The mausoleum is in the rear of the University Chapel behind the altar.



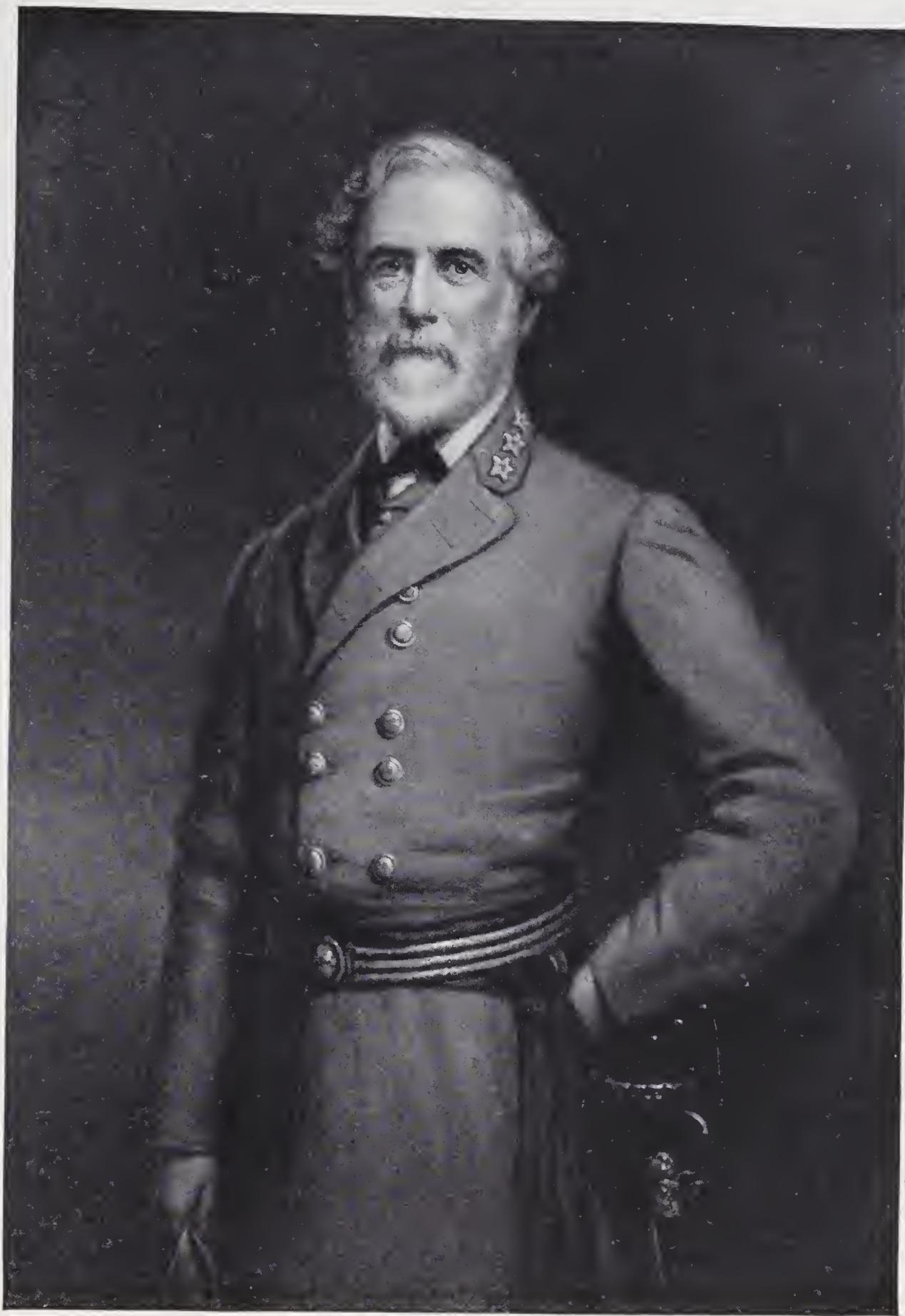
Natural Bridge, Virginia.

The Natural Bridge is located in the Divide which separates the headwaters of the Shenandoah River, flowing northward along the Valley of Virginia, and the James River. A titanic limestone arch, 215 feet high, 100 feet wide, and 90 feet in span, provides a natural passageway over the tumultuous waters of Cedar Creek. Were the Statue of Liberty in New York harbor to be placed under it, pedestal and all, there would still be 70 feet to spare.

The Bridge is not the only factor in making this one of the leading recreational areas along Lee Highway. Hunting, fishing, the beauty of the mountains, the coolness of summer days and nights and the facilities of a first class Hotel at the Bridge combine to explain the popularity of this Resort.



A few miles south of Natural Bridge, Lee Highway crosses the James River.



GENERAL ROBERT EDWARD LEE, 1807-1870

The military genius and the strength and nobility of character of Lee have long been rightly appraised, but only now is it entering into the general consciousness that the greatest Lee was Lee the civilian, Lee of Lexington.

In the autumn of 1865, General Lee removed to Lexington and assumed the Presidency of Washington and Lee University. From that day to the end, in 1870, he devoted an almost superhuman power of leadership to the lofty task of restoring the Union. To a mother he said, "Recollect that we form One Country now, lay aside bitterness and make your sons Americans." By his example and counsel he set the South on the course that led straight to the results shown in the Spanish and in the World wars. A nation rejoicing that the wounds are healed and the land reunited may well build a memorial to the one who made this splendid contribution to the national unity.



Lee Highway leaving Roanoke. Roanoke is the metropolis of southwest Virginia and the fourth largest city in the State. It is the location of the general offices of the Norfolk & Western Railway and the Gateway to the largest soft-coal field in the world. It enjoys the distinction of being the place where Lee Highway Association was organized, whose early activities were financed principally by citizens of the city. It was headquarters of the Association during the Presidency of D. D. Hull, Jr., who resides in Roanoke.



Lee Highway is the main street of Wytheville, Virginia. The residence of E. Lee Trinkle, the Governor of Virginia and one of the founders of Lee Highway Association, fronts on this street. The pavement is asphalt, 60 feet in width. Lee Highway at this point attains a greater width than at any other point between Washington and Chattanooga.



Lee Highway through Abingdon, Virginia—wide, well-paved and beautifully shaded.



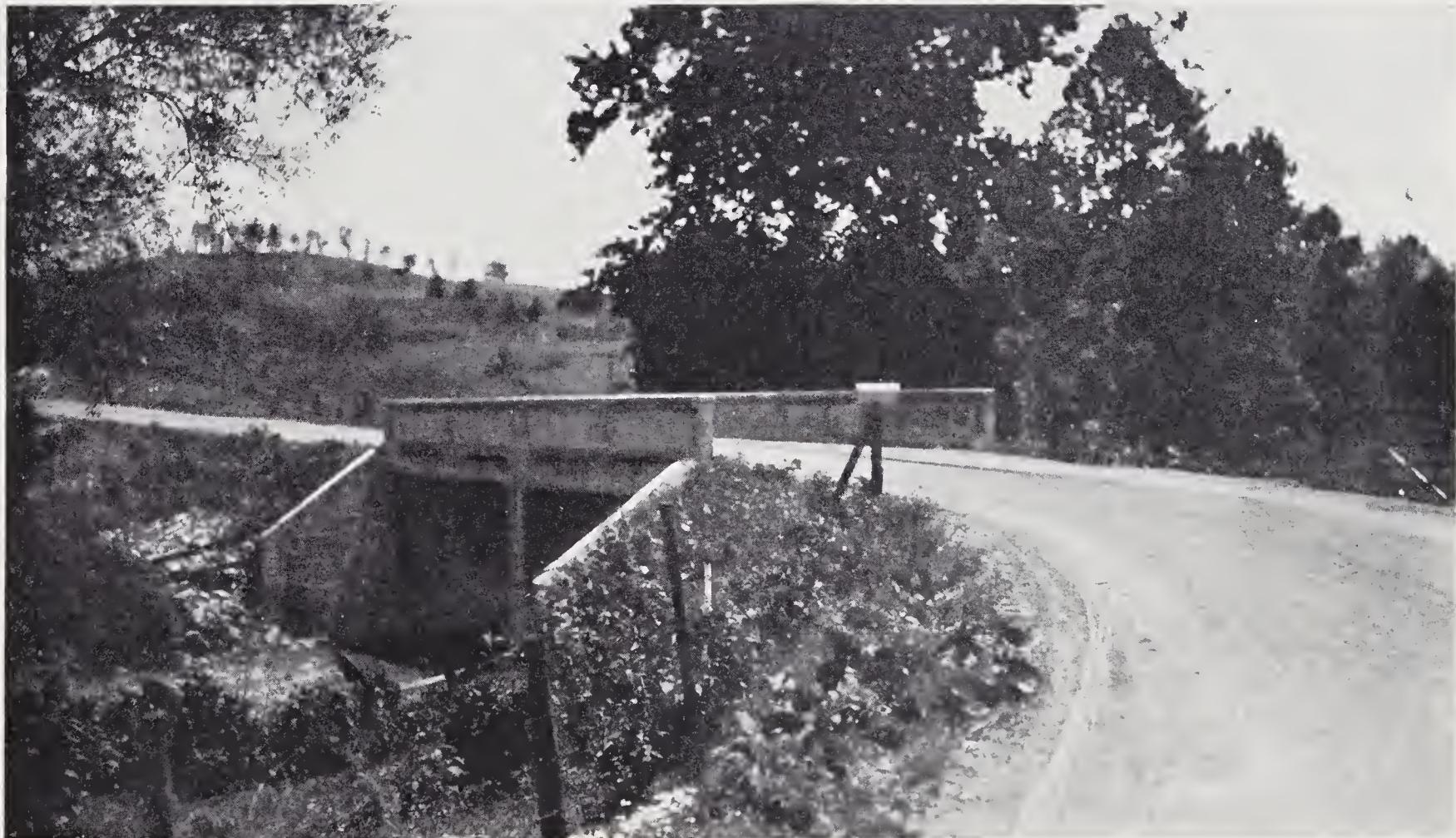
The Upper Waters of the Holston River.

A few miles from Wytheville Lee Highway reaches the upper waters of the Holston River, which stream it follows to Knoxville where the Holston becomes the Tennessee. Lee Highway follows the Tennessee from Knoxville to northwestern Alabama, a distance of several hundred miles.



Almost all of Lee Highway from Radford to Bristol, a distance of about 133 miles, is either paved like the above, in Washington County, or let to contract.

When, in July, 1922, the President of Lee Highway Association and also the Assistant Secretary of the U. S. Department of Commerce was sent to Asia on Government business, Henry Roberts, of Bristol, Va.-Tenn., was chosen President. The reason for the choice is revealed by the fact that, due to his leadership, there are more miles of modern highway radiating from Bristol than from any other city of its size in the country.



Lee Highway approaching Bristol, Va.-Tenn.

BRISTOL TO MEMPHIS SECTION OF LEE HIGHWAY



Kingsport, Tenn. Adjacent the greatest soft-coal field in the world, New York capital has created here a splendid modern city, noted for its co-operative spirit and progressiveness.

Its advantages as a manufacturing center are apparent from the fact that the Simmons Hardware Company of St. Louis, the Eastman Kodak Company of Rochester and many similar organizations have established plants at Kingsport.



A busy corner in Kingsport, Tenn., showing plants of the Clinchfield Portland Cement Corporation, Meade Fibre Company and Grant Leather Corporation, at Kingsport. In middle distance is route of Lee Highway, while dimly in background is seen Clinch Mountain.



Largest elm tree in the world, on Lee Highway at the confluence of the north and south forks of the Holston River, a few miles from Kingsport, Tenn. This tree is described by the first Europeans to visit the region.



No. 1. Lee Highway from Kingsport to Tate Springs, Tenn., 50 miles, costing \$1,250,000, the largest project in Tennessee.



No. 3. Most of the 50 miles is completed, the completion of the last gap to be celebrated next summer. Easy detours provided.



No. 2. Second stage of construction on Kingsport-Tate Springs section of Lee Highway



A country home on Lee Highway between Kingsport and Tate Springs.



Tate Springs Hotel in the heart of the East Tennessee mountains. Wonderful medicinal springs, for many years a famous resort.



Golf links at Tate Springs, with view of mountains and valley. Typical of valley and mountain scenery traversed by Lee Highway for 600 miles across Virginia and Tennessee.



Summer home of the Hon. Oscar W. Underwood, U. S. Senator from Alabama, at Tate Springs, Tenn.

With the completion of the Kingsport-Tate Springs project in July, 1923, Lee Highway will be all modern or waterbound macadam from Bristol to Knoxville. Replacement with hard-surfacing from Bristol to Knoxville is on the 1923 program.

KNOXVILLE, TENNESSEE

Knoxville enjoys the distinction of being the second city of the United States in percentage of growth of population, as revealed by the census of 1920.

Knoxville marble has made Knoxville known nationally. The Aluminum Company of America has its plant at Maryville, a near suburb. Zinc is produced in large quantities. The manufacture of cotton goods is a principal industry.

Knoxville is a hub city in the motor world. The Dixie Highway affords access to Asheville, N. C., and points beyond, also to Cincinnati and Chattanooga. The Memphis to Bristol Highway affords a direct line to Nashville, Jackson and Memphis, Tenn. Other roads extend in every direction to all centers of population and to many popular resorts.



Airplane view of Knoxville, Tennessee.

Four prime elements of natural beauty are timber, mountains, rivers and lakes. All these elements are found in the highlands traversed by Lee Highway from Washington, D. C., to Huntsville, Alabama, with the exception of lakes. The charm of the Appalachian forests consists in the fact that conifers are interspersed with the hardwoods.

The plans for the improvement of the Tennessee River call for the construction of a series of dams which will hold back the flood waters, create electrical current and at the same time lakes of vast extent. When these large bodies of water are added to the other features of the landscape every element of natural beauty will be found in this recreational area. When these improvements have been made resort hotels will be built along the margin of these bodies of water. All the facilities of recreational life will be added and the entire region will become a vast playground.



Scene showing the exquisite beauty of the landscape in the vicinity of Knoxville, Tennessee.



A stretch of the Tennessee River near Knoxville.

In its course from Knoxville to Chattanooga Lee Highway traverses one of the richest agricultural sections in the world, being the Tennessee Valley with its tributaries, the little Tennessee and the Hiwassee. The towns en route are Lenoir City, Louden, Sweetwater, Athens, Charleston, Cleveland and Ooltewah. At Louden the Tennessee River is crossed by ferry, the Lee Highway program calling for the construction of a bridge costing a third of a million dollars.

On the heights near the southern end of the railway bridge at Louden may be seen the remains of old Ft. Louden, carrying one back to the period when the white settlers were endeavoring to secure a foothold in the land of the Indians.



Lee Highway leaving Knoxville for Chattanooga. Base rock marble in some sections.



Lee Highway near Athens, Tennessee.



Section of Lee Highway between Athens and Cleveland, Tennessee. Built of concrete.



Lee Highway entering Cleveland, Tennessee, the largest city between Knoxville and Chattanooga.

The closing of the gap between Knoxville and Chattanooga has been delayed, due to a combination of circumstances. Now, however, plans are progressing for the Louden bridge and favorable action by the Legislature now in session (January, 1923) on the State Highway Bonds will result in the early completion of this section.



MOCCASIN BEND AND CHATTANOOGA FROM LOOKOUT MOUNTAIN

Chattanooga, Tennessee, is the third of the large cities on Lee Highway between Washington and Memphis, the others being Roanoke and Knoxville. The combination of river and mountain scenery together with its surpassing historic interest and its excellent hotel accommodations, make Chattanooga one of the leading Lee Highway cities.

The original plan for Lee Highway involved its location from Chattanooga to New Orleans, thence by south Texas to El Paso and California. Insuperable difficulties were encountered, compelling modification of the plan and location by way of Memphis, Tenn., and southern Oklahoma to El Paso, Texas. However, the road from Chattanooga by Gadsden, Birmingham and Meridian to New Orleans is a matter of deep interest to Lee Highway Association, inasmuch as, combined with Lee Highway, it is the direct line of travel between New York City and New Orleans.

At Chattanooga, Lee Highway connects with the Dixie Highway to points in the north and all points reached by the Dixie in Florida, and the Gulf States.



Lee Highway (also the Dixie Highway) crossing Walden's Bridge between Chattanooga and South Pittsburg, Tennessee.



The Island, Tennessee River, from Signal Mountain, Chattanooga, Tennessee.



Lee Highway (also the Dixie Highway) following down the Tennessee towards South Pittsburg.

This booklet gives fuller treatment to the road from Washington, D. C., to South Pittsburg, Tennessee, than from South Pittsburg onward to San Diego, California. Some of the sections between Washington and South Pittsburg are not illustrated because of the inability to secure photographs.

The Alabama, Mississippi and southwest Tennessee sections and the trans-Mississippi section have only recently been located, consequently there has not been time to secure illustrative material.



Tennessee River, showing a portion of the 35 miles of rapids known as "Muscle Shoals." View from unfinished Wilson Dam, which Henry Ford has offered to complete for the Government and lease, with the object of producing cheap fertilizer for the farmers of the country. Ford also undertakes to provide the Government with a modern munitions plant and keep it in proper condition for a period of one hundred years. Lee Highway crosses the Tennessee at Muscle Shoals on a bridge. When the Wilson Dam is completed, the piers will carry a permanent Lee Highway bridge.

The Mississippi section of Lee Highway, only about 40 miles in length, crosses the northeast corner of the State. The two principal cities are Iuka, the county seat of Tishomingo County, and Corinth, the county seat of Alcorn County.

At Corinth, Lee Highway connects with the Mississippi Valley Highway to New Orleans, St. Louis, etc.



Lee Highway near Corinth, Mississippi.



Headed for Memphis over Lee Highway.



De Soto Mound, Memphis, Tennessee. From this mound, De Soto got his first view of the mighty Mississippi. Memphis, Tennessee, is the largest city on Lee Highway from Washington to San Diego. It is a great cotton market, and being a point where all the forms of transportation, by water, by rail, by highway, and by airplane meet, and being the metropolis of a vast region in which development has only begun, it is destined to witness a progressively rapid growth.

Memphis is a point of great importance for highway transportation, inasmuch as at Memphis is located a free to team and automobile traffic bridge, there being no other highway bridge spanning the Mississippi in its course to the Gulf.



Memphis water-front.

At one time the Mississippi was a main factor in transportation. River traffic, however, declined with the development of railway transportation. Recently the growth of the country has exceeded the ability of the railway companies to furnish adequate facilities of transportation. Necessity has compelled an increasing use of the waterways. It is an actual fact that freight is now moving a greater number of miles per day on the average on the Mississippi than it is on the railways of the country.

The Highways Division of the Chamber of Commerce of Memphis under the able direction of Thos. B. King, its manager and our General Vice President, furnishes touring information to the rapidly increasing number of tourists. With the completion of Lee Highway, the Bankhead, and other important roads into Memphis, this will be one of the leading auto-tourist centres of the United States.



View of the bridge and Memphis from the Arkansas side of the Mississippi.

Lee Highway has been designated from Memphis across Arkansas, through Little Rock, Hot Springs and DeQueen. Intermediate points have not yet been determined. Lee Highway enters Oklahoma at Ultima Thule, west of DeQueen, Arkansas. It follows up the famous Red River Valley through the county seats of Idabel, Hugo, Durant, Madill, Ardmore, Duncan, Lawton and Frederick. Most of the mileage of the road to Durant has been completed and looks like a railroad grade. It is unfortunate that it has not been possible to secure photographs showing this long stretch of finished highway.

It has been necessary to route Lee Highway over roads which, in certain sections, had been designated as parts of other highways. This has been necessary between Little Rock and Hot Springs, this road having been the Southern National Highway and later having been designated by the Bankhead National Highway Association as a part of its route. There can be no proper objection to such an arrangement, however, inasmuch as communities are entitled to avail themselves of the service of the national road organizations which reach them through different territories, since these organizations command the means of national publicity and are in a position to help build the interested communities by directing travel and giving national publicity to the inducements which the community has to offer to the health-seeker, the home-seeker and the investor.

THE MEMPHIS TO EL PASO SECTION OF LEE HIGHWAY



Road leading from the bridge across the Mississippi to Marion, Arkansas, county seat of Crittenden County, the first county to be traversed west of the Mississippi.



Carlisle-Lonoke road, Arkansas.



Specimen of roads Arkansas is building, in vicinity of Little Rock.



Highway in vicinity of Little Rock, Arkansas.

Although handicapped by the Constitution, which prevents the State from issuing bonds, Arkansas, with federal aid and funds derived from bonding districts and other sources has made great progress in road construction. No State has more to gain from a completed system of modern highways. Experience will point the way to such revisions of law and policy as may be necessary.



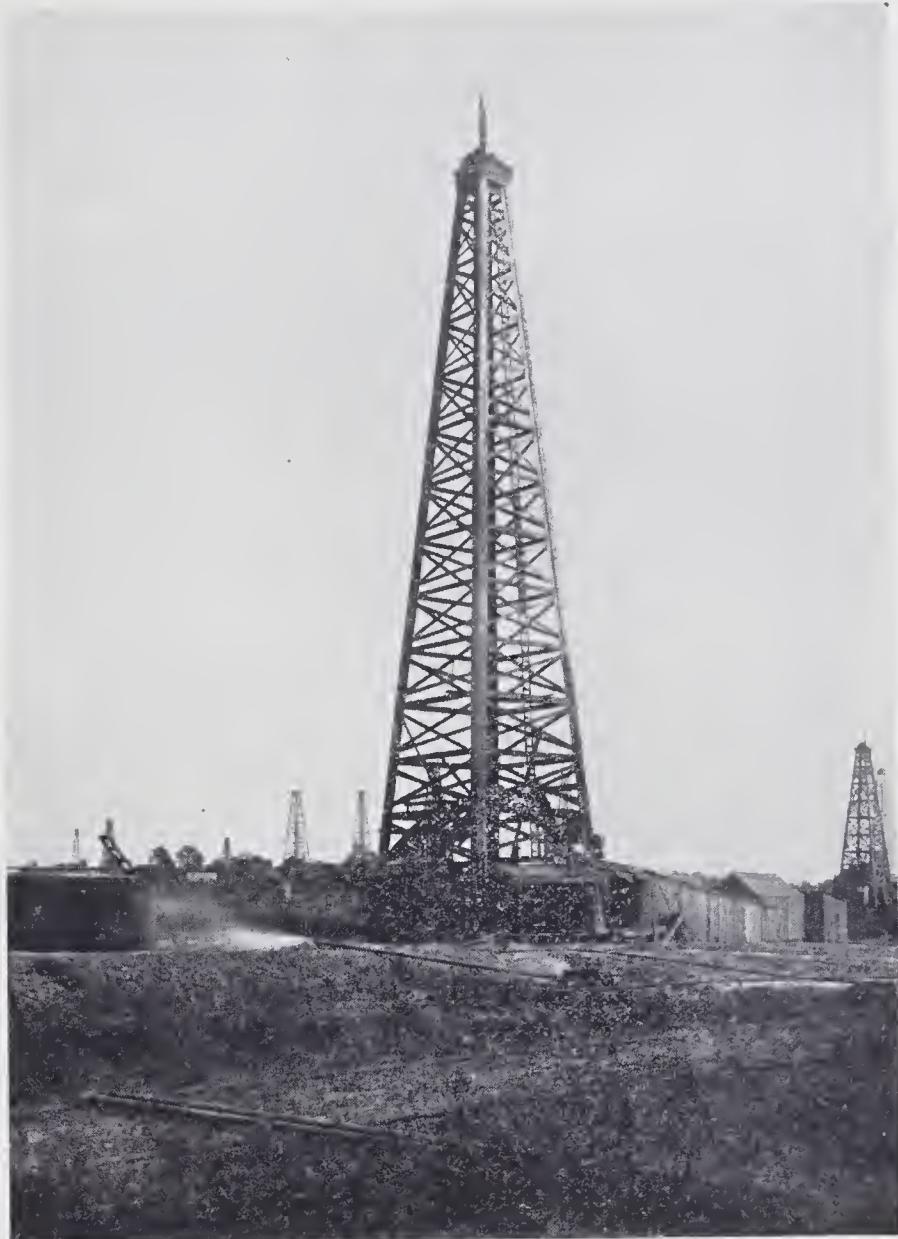
Highway, Little Rock to Camp Pike, Arkansas.

Lee Highway in Oklahoma traverses the Red River valley, one of the newest and most rapidly developing parts of the United States. The trip up the valley, and indeed all the way to California, is one of the deepest interest because one sees the United States in the making. The zone traversed was the old Indian Territory and tourists come in contact with the various interesting phases of Indian life.

Travelling over Lee Highway as one enters Ardmore, one sees the oil derricks on the right, reminding one that here is one of the greatest oil fields in the country.



Lee Highway approaching Ardmore, Oklahoma.



Airplane view of Ardmore, the largest city in the Oklahoma section of Lee Highway.



Fort Sill, Oklahoma, where artillery officers, United States Army, are trained. In the foreground, encampment Oklahoma National Guard, July, 1922.

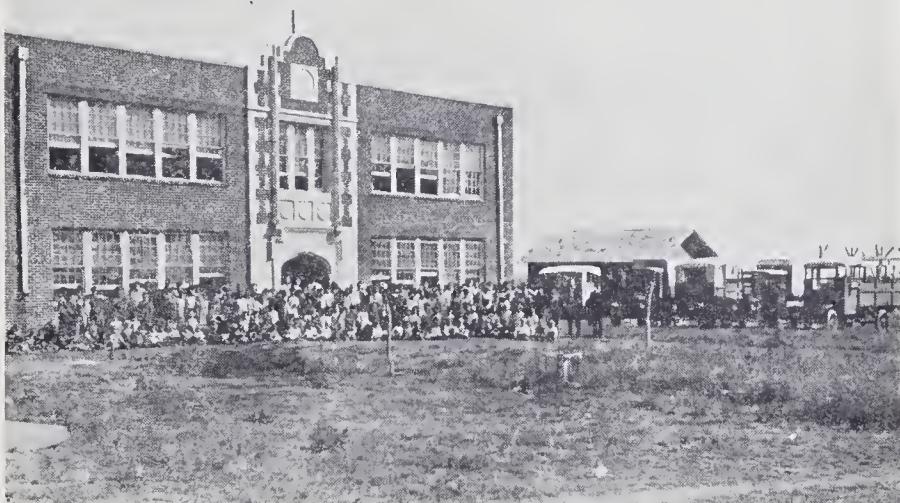


Lawton, Oklahoma, where Lee Highway turns southwest toward Vernon, Texas.



Consolidated and vocational school near Waurika, Oklahoma.
(On lines similar to the Tillman County School.)

One of the surprises of the trip across the newer States of the West is the size and character of the public buildings, especially the school buildings. Where but yesterday was the frontier of civilization may now be seen modern educational plants, not surpassed in equipment and curriculum by similar schools in the older commonwealths.



Consolidated and vocational school six miles from Frederick, Oklahoma, Tillman County

This modern school is located twelve miles from Frederick, and is six miles from the nearest railroad point. It is the center of all community work. The community boasts of a Farmers' Union, Parent-Teachers Association, athletic contests equal to any in the county, boys and girls clubs that in one year took \$800 prizes at the County Fair.

The Vocational work given in the Tillman County school is varied. The boys learn wood work, blacksmithing, soldering, plumbing, leather work, farm carpentry, and car repair work. A number of times they have formed stock judging teams, have vaccinated the hogs of their community, and done other practical and useful work. The girls learn to cook, sew, mend, and every useful thing connected with home keeping. Not a girl in the High School but can serve a meal in the best fashion and most of them can make and trim their own hats, make their own dresses and do any one of the many things the modern housekeeper can do.



Lee Highway approaching Vernon, Texas. Wilbarger County is building many miles of hard surface road like this.



Lee Highway between Crowell and Paducah, Texas. Graded earth road, dragged after rain.

The Texas section of Lee Highway traverses nine counties, through the following county seats: Vernon, Crowell, Paducah, Matador, Floydada, Plainview, Olton, Muleshoe, and Farwell on the Texas-New Mexico line. Leaving the agricultural land west of Vernon, the brakes are entered, a rolling country with a gravelly soil, and west of Matador the highway ascends the Cap Rock by easy grades and enters "Llano Estacada," the "Staked Plains." The "Staked Plains" is as level as a floor, about one hundred and fifty miles across from east to west, and a similar distance from north to south. It is treeless, except as trees have been planted. It has no rivers. At frequent intervals there are depressions, which during the rainy season become shallow lakes. The soil is rich, and water in abundance is found at such depth as to make irrigation by pumping profitable. The entire region is

new. Originally it was the home of vast herds of buffalo, then it became the country of the great cattle ranches of the Southwest. Today these are giving way to agriculture.

Lee Highway, connecting the centers of population not connected by railway, will aid materially in the development. The rainfall is scanty, and there are natural good roads everywhere.

There is not a serious grade on Lee Highway across the States of Oklahoma, Texas and New Mexico to Globe, Arizona, a condition that exists along the entire route across the continent.



Section of Lee Highway near Paducah, Texas, showing a good road upon which no work, either of construction or maintenance, has ever been done. The wheels wear away the grass but no ruts are formed, the soil being a grit.

The largest town between Vernon and Farwell is Plainview, whose good roads leaders were among the most earnest workers for a southern transcontinental highway. Its good hotels and garages together with its general attractiveness make it a good place for a night stop on the transcontinental journey.



Lee Highway crossing the "Staked Plains," boundless as the ocean, west of Olton, Texas. The Staked Plains were so named because during the Colonial period of American history stakes were placed at frequent intervals eastward from Roswell, New Mexico, from a point near Comanche Springs across the Plains to the Missions of southern Texas, in order that the missionaries travelling between the missions in the neighborhood of Old Santa Fe and San Antonio might not lose their way.



Lee Highway, between Clovis and Portales, New Mexico.

Clovis, New Mexico, is an important point on Lee Highway because of its fine hotel, the Gran Quivira, and also because roads radiate from Clovis to Tulia, Texas, Oklahoma City, and St. Louis, to Amarillo and Kansas City, Las Vegas, Sante Fe and the mountain resorts in the Taos region, also to Albuquerque and points beyond, including the Petrified Forests and the Grand Canyon of Colorado. From Clovis, Lee Highway passes through Portales, which like Clovis is in the rapidly developing shallow pumping belt. Between Portales and Roswell the road drops down from the "Staked Plains" to the Valley of the Pecos River, which is crossed on a bridge, and whose lower reaches in New Mexico from Roswell to the Texas line comprise one of the best and most highly developed sections of New Mexico, with Roswell, the metropolis.



One of the many beautiful highway vistas in the vicinity of Roswell, New Mexico.

From Roswell southward for eighty miles, is an artesian area from six to twelve miles wide, supplying water which is used for irrigation. The elevation is about 3500 feet above the sea level. The climate, both summer and winter, is salubrious and the region is attractive to the health seeker and the home seeker. From Roswell to San Diego, a distance of more than a thousand miles, or one-third of the entire distance from Washington to southern California, Lee Highway is a Southern transcontinental which was begun many years ago, the leaders in the movement having joined with the men of Virginia in the organization of Lee Highway Association.

From Roswell to Tularosa, New Mexico, Lee Highway follows the Cabeza De Vaca trail, a distance of 110 miles. Cabeza De Vaca and a few others, having survived the shipwreck of the Narvaez expedition on the coast of Florida, after several years of wandering and inexpressible hardships, in 1836 reached the Pecos valley, and, going westward from where Roswell now is, finally reached Mexico City, the first Europeans to traverse the region west of the Mississippi.

Fifty miles west of Roswell, at Hondo, one comes to a junction point, a road leading westward to Lincoln, Capitan, Carrizozo, Socorro and on to the Grand Canyon of Arizona and Los Angeles. Lee Highway bears southwest, past San Patricio, Glencoe, White Mountain Inn, Mescalero, Bent, Tularosa, La Luz, Alamogordo, Orogrande and Newman to El Paso, Texas.

At White Mountain Inn there is a most interesting natural curiosity in the form of a Conduit.

The Conduit is a mile in length. It was originally an earthen irrigating ditch made by pre-historic Americans to conduct the waters of a spring along the upper edge of a mesa or table-land for irrigating purposes. The water of the stream is strongly impregnated with lime, which being precipitated makes a coating of cement. Layer upon layer was added until at last, by the action of water, this remarkable aqueduct was built up to a height, in places, of over fifty inches, the water running in a groove of its own making. It is the most complete remains of irrigation by pre-historic people in North America.

This remarkable relic of the Pre-Columbian period of American History is on Lee Highway, 72 miles west of Roswell, New Mexico, in the Ruidoso Valley.



Prehistoric Rock Remains of Conduit.

Within what is known as the Colorado Plateau, including a large portion of New Mexico, the southwest corner of Colorado, the southern half of Utah and practically all of Arizona, are found the remains of a prehistoric civilization, including the remains above shown and the ruins of houses, cities, watch towers, fortresses and the like. The most unique of these are the Cliff Dwellings, a sample of which is seen on Lee Highway between Globe and Roosevelt Dam, Arizona. These remains were deserted when in 1538-40 the first Europeans visited the country. Their antiquity is a matter of conjecture.



Lee Highway crossing the Mescalero Indian Reservation between the Mescalero Agency, and Tularosa, New Mexico. This section is to be made an 18 ft. gravelled road during the summer of 1923, entirely at the expense of the Federal Government.



Section of Lee Highway between Alamogordo, New Mexico, and El Paso, Texas.



The Rippling Ruidoso, one of the beauty spots of New Mexico. The clear, cool, crystal waters of the Ruidoso descend from a thousand springs in the northeastern slope of "Sierra Blanca," leaping over pink granite boulders in whose shadows lurk the wary trout. One of the beautiful camping places along Lee Highway, 75 miles west of Roswell.



Sierra Blanca, 12,000 feet elevation, the highest mountain on Lee Highway, which crosses this southern range of the Rockies on the eastern slope of Sierra Blanca at an elevation of 8,000 feet.

THE EL PASO-SAN DIEGO SECTION OF LEE HIGHWAY



Plaza in the heart of El Paso, Texas. El Paso ranks with Roanoke, Knoxville, Chattanooga, Memphis, Little Rock and Hot Springs as among the largest cities along Lee Highway, it having the largest population of any city between Hot Springs, Arkansas, and San Diego, California. It is the gateway to old Mexico. Some of the oldest buildings in the country are located here and at Juarez on the Mexican side of the Rio Grande. Lee Highway is a splendid concrete road from Newman, New Mexico, nineteen miles southwestward into El Paso, and forty-four miles northwestward up the Rio Grande Valley from El Paso to Las Cruces, New Mexico.

From El Paso, Texas, to Lordsburg, New Mexico, Lee Highway coincides with the Borderland, the Southern National, the Old Spanish Trails and the Bankhead Highway.



Sections of Lee Highway between Las Cruces and Deming, New Mexico.



Lee Highway between Deming and Lordsburg, New Mexico.



Lee Highway, Miami-Superior Route, Arizona.

Leaving Lordsburg, New Mexico, Lee Highway enters Arizona, the route to Globe being through Duncan, Solomonville, Safford, Geronimo and Rice.

Lee Highway Association has designated but one road as Lee Highway, alternate or optional routes tending to divide the activities of the promoting organization and breeding jealousy.

Exception has been made, however, in one instance. Between Globe and Mesa, Arizona, Lee Highway is a double line, one by way of Miami and Superior, the other by Roosevelt Dam and the famous Apache Trail. Both are mountain-roads, construction was costly, hence it was impracticable to construct a wide road. Both roads are required to accommodate the large volume of travel.



Cliff Dwelling, reached by a short side trip from Lee Highway between Globe and Phoenix, Arizona.

The entire Southwest is so rich in the remains of the Pre-Columbian Period as to constitute this one of the most interesting sections of the United States. It is different from anything to be seen elsewhere. Many of these ruins may be reached by automobile side-trips from Lee Highway.



Roosevelt Dam, impounding the waters of Salt River and furnishing irrigation for one of the finest irrigated regions in the world. Lee Highway shown on the top of the Dam, travellers following around the Dam to the right to the hotel.



Roosevelt Lake, looking eastward from Roosevelt Dam, showing tourist hotel on the island on the left.



Palm lined avenues, the type of architecture and many other things seen at Phoenix, Arizona, remind the tourist of California.

At Phoenix one comes in contact with the climate, palms and architecture and many other things that are better known as characteristic of California. Phoenix is one of the beautiful cities on Lee Highway, and a point from which a short cut tourist route passes directly by way of Blythe to Los Angeles. Another highway reaches Flagstaff and the beauties of the Cococino National Park and the Grand Canyon of Colorado.

From Phoenix, Lee Highway runs westward, then southwestward, crossing the Gila River at the Gillespie Dam and passes through Gila Bend and Welton to Yuma, Arizona.



Yuma, Arizona—view from California side of Colorado River, showing bridge across the Colorado and Lee Highway. (See curve on left.)



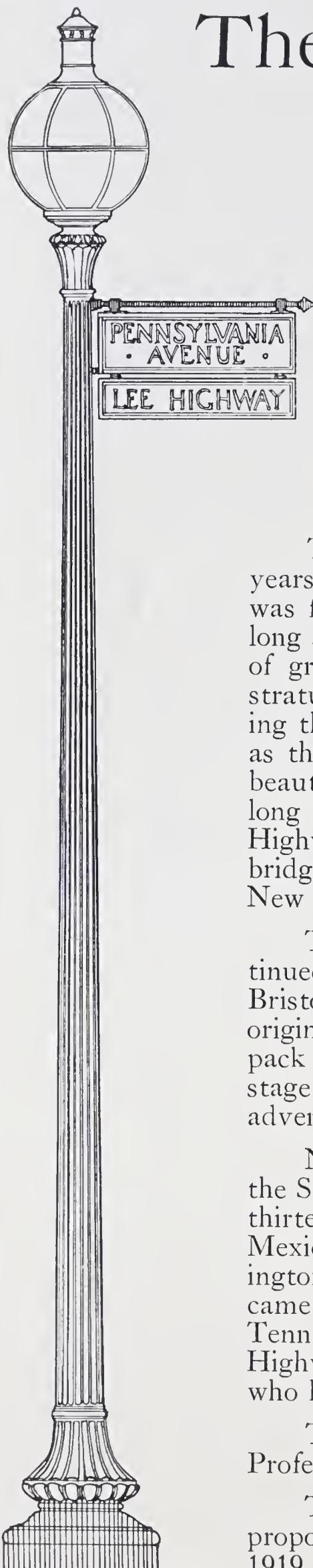
Lee Highway near San Diego, California.



San Diego, California, where Lee Highway reaches the Pacific Ocean. 212 airplanes flying over the city at one time.

The Building of Lee Highway

By DR. S. M. JOHNSON,
General Director, Lee Highway Association.



The story of the building of a southern transcontinental highway that is being constructed more rapidly than any railway was built from the Atlantic to the Pacific Ocean.

THE FIRST STEP in the building of Lee Highway was taken millions of years ago. When the North American Continent was taking shape a gorge was formed in the mountainous region of what is now Virginia, seven miles long and deep enough and wide enough to hide between its perpendicular walls of gray limestone a modern skyscraper. In one place, however, the top stratum of rock remained undisturbed, forming a natural bridge and affording the only means of crossing the chasm. This is known the world around as the Natural Bridge of Virginia, the oldest, the strongest and the most beautiful bridge in the world, over which Lee Highway passes. Fashioned long before a human being trod the earth, it was the first section of Lee Highway to be built. Our work is to extend the roadway provided by that bridge—southwestward to San Francisco, California, and northeastward to New York City.

THE NEXT STEP was taken before the Revolutionary War and was continued until the completion of the railroad down the Valley of Virginia to Bristol, Tennessee, in October, 1853. During that period it grew from the original game trail and Indian war-path into a narrow road for use by trains of pack animals, then into a wagon-road and finally became the great southern stage line and historic road of the South, its importance ceasing with the advent of the locomotive.

NEXT IN ORDER were the efforts of the Far Southwest to connect with the South and East through a transcontinental highway. These efforts began thirteen years ago and account for the advanced stage of construction in New Mexico, Arizona and California. Disappointed in their efforts to reach Washington by the routes which passed through Richmond, men of the Southwest came to Washington in 1918 determined to find a way from Memphis across Tennessee and up the Valley of Virginia to Washington, and to call it Lee Highway. To their surprise, they learned that there were those in Virginia who had dreamed of Lee Highway and were about to take steps to realize it.

The man in Virginia who was foremost in projecting a Lee Highway was Professor D. W. Humphreys, of the staff of Washington and Lee University.

The men of the Southwest, having learned of the interest of Lexington, proposed a conference, which was held at Roanoke, Virginia, February 22, 1919, attended by fourteen men.

At the Roanoke conference a Committee on Plan and Scope was created to report at a later meeting, which was held at Roanoke, December 3, 1919, when Lee Highway Association was formed. Professor Humphreys' plan was that Lee Highway should connect the National Military Parks at Gettysburg and Chattanooga with an extension, eventually, to New Orleans. The idea of the representative of the Southwest was that Lee Highway should be transcontinental, and that it should cross the Mississippi at Memphis, Tennessee, and extend to San Diego, California.



Hotel Roanoke, Roanoke, Va., where on Washington's Birthday, February 22, 1919, fourteen men met and organized a provisional Lee Highway Association. Among them were the late Prof. D. W. Humphreys of Lexington, Va., Dr. S. M. Johnson and E. Lee Trinkle, of Wytheville, Va., now the Governor of Virginia.

The December 3 convention was attended by about five hundred men, representing five States. By-laws were adopted and a Board of Directors chosen. On December 13, at Bristol, Virginia-Tennessee, the Board met and elected D. D. Hull, Jr. of Roanoke, as President. On April 21, 1920, active operations began when I accepted the office of General Director.

THE FIRST YEAR OF LEE HIGHWAY ASSOCIATION.

The first year, therefore, was a short year, April 21 to December 31, 1920. The organization was but an infant in arms. Mr. Hull took upon himself the burden of raising funds, thus I was free to devote myself to other matters. Effort was concentrated upon Virginia. Of outstanding prominence was our assistance in carrying a bond issue of \$500,000 in Fairfax County, which is now being expended in constructing a concrete road. We joined forces with the Virginia Good Roads Association in a campaign resulting in amending the Constitution, which cleared the way for a Highway Bond Issue.

By November, it became possible to take up the work in Tennessee, the route being selected and county units being organized between Bristol and Knoxville. The income from April 21 to December 31, 1920, was \$9,658.90, the outlay \$8,746.10, with all bills fully paid.

LEE HIGHWAY IN 1921.

The year 1921 opened with the first annual convention, at Knoxville, which was well attended and full of interest, the chief features of which were the contest for the location of our route between Knoxville and Chattanooga, the Sweetwater Valley route being selected.

At Knoxville Convention a statement was made by the Chairman of the State Highway Commission of Virginia which resulted in giving direction to much of the effort of the year. He stated that the route adopted from Washington to the Valley of Virginia was too indirect—that the road should go directly southwest and enter the Valley at Newmarket. The route as at first selected ran southeast from Washington to Alexandria, thence northwest to Winchester, thence southwest to Newmarket. Since a better route was suggested by the authority that would allocate the funds for construction, the matter was re-opened and some months were spent in a thorough investigation —then in organization of the new and shorter line which was adopted. Practically no financial support had been given the organization by the Winchester route. When the route was changed the organization offered to refund dollar for dollar.

During the winter of 1921, the Legislature of Tennessee being in session, we tried to utilize the enthusiasm aroused by the Knoxville convention to get the legislature to pass a State Highway Bond Bill. I spent some time at Nashville, and when forced to return to Virginia for the relocation of the Line, Mr. Garnett Hedge, Vice-President for Tennessee, went to Nashville, where he remained during the session, reinforced for a time by Henry Roberts, resulting in the passage of the Anticipatory Act, similar to the Act under which we have been able to speed construction in Virginia.

At the Directors' meeting in Chattanooga, February 28, 1921, Mr. Hull's resignation was reluctantly accepted, as his business took him out of the State most of the time, and Mr. C. H. Huston, of Chattanooga, was elected President. Mr. Hull's administration had inspired confidence. He had guided the organization through its critical period and passed it on to his successor in excellent condition.

Soon after his election, Mr. Huston was summoned to Washington to become Assistant to the Secretary of the Department of Commerce. It thus became necessary to remove headquarters to Washington, which, considering the vital necessity of nationalizing the work, was the logical place for it.

During the contest for the location from Washington to the Valley of Virginia strong financial support was offered Lee Highway Association by each of the competing routes, and when decision for the Warrenton-Luray Route was made the funds became available for enlargement. Mr. F. W. Weaver, the leader in the movement for the Luray Route, had displayed unusual ability as an organizer, hence he was added to our force and has proved to be one of our most valuable workers. In this contest as in every other the location was determined on merit and given to the route offering the smaller amount for the support of the organization.

At the organization meeting in Roanoke in 1919, decision had been reached to work for an extension from Chattanooga to New Orleans and later to California. We had, however, sought in vain for cooperation from New Orleans and South Texas. Meanwhile an invitation had come from the Muscle Shoals Highway Association to adopt their line from Chattanooga via Muscle Shoals, Alabama, to Memphis, and during the summer of 1921, through Thomas B. King we received an invitation from the Chamber of Commerce and every business organization of the city to cross the Mississippi at Memphis. This was followed by an invitation to adopt the Memphis-to-Bristol Highway across Tennessee. We also received an invitation from an organization (one of several above referred to which had for several years been working to develop a Southern transcontinental) to route Lee Highway from Hot Springs, Arkansas, by way of Durant, Ardmore and other points in southern Oklahoma to El Paso, Texas.

Being unwilling to adopt another than the New Orleans routing without making every possible effort to secure it, I visited Houston, Texas, during the summer of 1921 and conferred with the leaders there and in San Antonio, and found that they were positively against the routing of any other than the "Old Spanish Trails" through their cities. Thus ended our efforts to reach California by way of New Orleans and we decided to investigate the route by Memphis.

Much of our effort during 1921 was expended upon Congress. The Federal Road Act needed amendment. It permitted use of federal funds upon roads of merely local importance and failed to secure a system of continuous and correlated highways. Discussion of the remedy, however, revealed the fact that the advocates of better roads were divided into two groups. One of these groups favored a system of national highways to be selected by the federal government whose treasury was to bear all the cost of construction. The other group favored the extension of financial assistance to the States, the federal government bearing a portion of the cost of construction, but leaving the selection of the roads to be improved and the work of construction to the States, with a reserved right of approval or rejection of specific projects.

Positive antagonism between these groups imperiled further appropriations. We were active in securing a compromise, pointing out to the leaders on both sides that the things in which we differed were not to be compared in importance with the things in which we agreed; that division meant defeat, while cooperation brought results. The compromise was effected and embodied in the Federal Road Act approved November 9, 1921, requiring federal funds to be confined to seven per cent of the total road mileage of the State. In recognition of our part in this matter we were summoned to the White House to see the President affix his signature to the Bill which goes farther to hasten the completion of Lee Highway and all other main trunk lines than any previous legislation. Up to that time federal aid had in many States been applied to short stretches of road with little or no plan to connect the centers of population or hasten the completion of those roads which when completed would render a maximum of highway service and enable travel to pass freely from city to city, from State to State, from section to section, ocean to ocean, north, south, east and west, throughout the length and breadth of the land.

In addition to this vastly important matter we continued the work which we began and which we have made a main concern, securing surplus war property from the Federal Government for the States for road-building and maintenance, and in conjunction with the American Automobile Association were successful in presenting a reduction of \$25,000,000 in the federal aid appropriation, the cut having been ordered by the Director of the Budget.

Special attention is called to an amendment included in the Road Act of November 9, 1921, providing that, with the consent of the State involved, the Federal Government may bear the entire cost of a road across an Indian reservation. This amendment is due to the efforts of our Association and the American Automobile Association. The concrete case of necessity was the road across the Mescalero Indian Reservation in southern New Mexico, and lying between Roswell, New Mexico, to the northeast, and Alamogordo, New Mexico, to the south. It is on this reservation that Lee Highway crosses the Rocky Mountains. The construction of this road with an eighteen foot graveled surface during the next building season was made possible by this legislation. Contract was let a few days ago for another road constructed entirely at the federal expense, crossing the Yuma Indian Reservation, from the Colorado River at Yuma, Arizona, in the direction of San Diego, California. These are two instances of our ability to hasten the construction of the road. They also call attention to the fact that Lee Highway Association is of positive assistance in building roads everywhere throughout the country, inasmuch as it has secured legislation under which the roads that are most needed are given priority and roads that could not otherwise have been built for many years are now being constructed. Through other amendments similarly secured, the construction of Lee Highway and other roads within and across the National Forests and other federalized areas has been expedited.

The Road Act of November 9 provided that the States should submit maps showing not to exceed seven per cent of the entire road-mileage of the State for federal approval, and on this seven per cent federal and State effort should be expended.

Having secured this legislation, the next step in building Lee Highway was to select a route that would be included in the seven per cent system. The President signed the Bill November 9, 1921, and the day following I set out to inspect the most feasible route from Memphis to southern California, having in October inspected the two proposed routes from Chattanooga to Memphis, one by Muscle Shoals, the other by Nashville. I requested and received the assistance of the U. S. Bureau of Public Roads and the several State Highway Departments in making the inspection. The American Automobile Association was represented on the trip by M. O. Eldridge, now Director of the Good Roads Board. We left Memphis, November 12, traveling by automobile to San Diego, Los Angeles, and up the coast to San Luis Obispo, where we arrived December 3. The itinerary had been arranged with noon and night meetings in our Washington office. We made our schedule, without difficulty, went through on our own power with no breakage and without discomfort. We inspected only routes which we had been invited to inspect by the Good Roads organizations and Chamber of Commerce and on entrance to California we were met by Governor Stephens and the representative of the Chambers of Commerce of Holtville, El Centro, San Diego and Los Angeles and escorted to San Diego. The activities of the Association were thus requested and welcomed by a series of States, counties, cities and towns from the National Capital to the Pacific Ocean. The year 1921 closed with a comfortable balance in the bank, the income having been \$25,727.66, the disbursements, \$24,756.78.

LEE HIGHWAY IN 1922.

The 1922 Convention was called to meet January 18 in Chattanooga, but the date conflicted with the date of the Convention of the Virginia Good Roads Association in Richmond, hence we deferred the Chattanooga meeting one week and had charge of the Lee Memorial services at Richmond, January 19. The speaker was former Governor Charles H. Brough, of Arkansas, whose eloquent tribute to Lee before a great audience gathered from the entire State and including the Governor and members of the Legislature will long be remembered. His appeal for Virginia's support of the Lee Highway movement and for the State Highway Bond Issue strengthened our hands.

With delegates from Washington, from California and from other trans-Mississippi States as well as from Virginia, Tennessee, Alabama and Mississippi the second annual convention at Chattanooga was most successful. Decision was reached fixing the route by Memphis and on to San Diego, conditioned upon the road being placed in the three per cent class of federal roads.

On February 28 the Directors met in Washington and located the road from Chattanooga to Memphis via Muscle Shoals.

In March the Governor of Virginia approved the act of the General Assembly placing every mile of Lee Highway in Virginia in the State Highway System and pledging cooperation in its construction as Virginia's part of a fitting memorial to General Lee.

On April 5, at the City Club in Washington, our Association gave a dinner to about 200 men and women, members of Congress, heads of National Road Organizations, high officials of the Departments and leading citizens of Washington and Virginia, thus bringing our work prominently before Washington and the Nation and paving the way for a District of Columbia unit and for financial, moral and political support at the seat of the federal government.

Midsummer brought a change in the Presidency. Mr. Huston was sent to Asia in the interest of the extension of our foreign commerce, to be out of the country the remainder of the year, hence the Board of Directors, meeting July 8 in Chattanooga, with regret was forced to accept his resignation. Mr. Huston had given much thought, time and directing ability to the work, which expanded greatly during his Presidency.

Henry Roberts, of Bristol, Virginia-Tennessee, was chosen to fill the vacancy, known as "Good Roads" Roberts, not merely a booster but a builder, having more miles of good roads to show leading out of Bristol than out of any other town of similar size in the country. Mr. Roberts was one of the leaders in organizing the Association and in administrating its affairs. He devotes half his time to the Good Roads Movement and receives no compensation for his services.

In July we held a Convention at Lawton, Oklahoma, attended by 2000 delegates over 800 of whom registered from points outside of Comanche County. Strong delegations came from a series of nine counties in Texas urging us to adopt a line through Vernon, Paducah and Plainview to the New Mexico line at Farwell. During the year I made three trips to the southwest investigating location and also to assist in arranging federal aid projects.

On December 13 representatives of Oklahoma and Texas appeared before our Executive Committee in Washington and presented the reasons for definite and final location. Our investigation had been thorough, the Federal Government and the States of Oklahoma, Texas and New Mexico had responded to our request for assistance in locating the road and action was taken unconditionally locating Lee Highway across the States of Oklahoma, Texas, New Mexico, Arizona and California to San Diego. Thus a most important part of our work, selecting the proper route, is almost completed. We have located across Arkansas through Little Rock, Hot Springs and De Queen, but location through intermediate points is yet to be made.

The receipts for the year 1922 were \$39,262.06, disbursements \$39,036.92.

Those who are responsible for the Lee Highway movement believe that Lee Highway could not be built without a strong organization working along definite lines for a definite end, and the record shows that the steady increase in organizational strength has been accompanied by a corresponding increase in the results accomplished. Had no organization been formed, Lee Highway would have remained a dream. Had the organization been a weak one, with little money for its purposes and dependent mainly on voluntary effort, little more than a beginning would by now have been made. The organization has grown in less than three years to a commanding position in national affairs and to a place second to none among similar road organizations. As a result, Lee Highway is now being built from ocean to ocean faster than any railway ever extended its rails across the continent.

When we began work Lee Highway in Virginia presented the aspect of pavement extending from each county seat toward the next county seat in a series from Washington to Bristol in some instances two or three county seats being connected with pavement, but 23 gaps breaking the continuity, one of which extended clear across one county and some distance into the adjoining county. Now, however, many of the gaps are closed and work now under way will close all save one between Bristol and a point 100 miles from Washington, while if, as we expect, the State Legislature in February issues Highway Bonds work will be under way to close every gap. This building season and the next is, according to the program, to close all gaps in all the States except Tennessee; and if the plan for a State Bond Issue in Tennessee carries that State will not be behind the other States in closing the gaps.

In addition to the building of Lee Highway our organization has functioned effectively for the whole road program of the United States.

Under legislation due to our initiative a total of almost \$200,000,000 worth of road machinery and equipment has been shipped by the Federal Government to the States without charge, except loading and freight and the volume now being transferred totals about \$15,000,000 a month.

We have aided in carrying county and State Highway Bond Issues and in preventing reductions in Congressional road appropriations and we have helped to secure the \$65,000,000 of federal aid for the fiscal year beginning next July and the \$75,000,000 for the year beginning July, 1925.

Every mile of the road from Washington to San Diego, 3000 miles, is in the seven per cent federal system. Since it is the shortest from the Capital to the Pacific by 300 miles, since it is a route fixed by topography and since it contains a maximum of natural wonders and other attractions which tend to draw travel, it is evident that the Association has good ground to expect to be increasingly successful in its work of building the road, and then of caring for it, developing it, beautifying it, enriching it with monuments and also in advertising its attractions and the inducement offered by the zone which it traverses for people to go and make their homes and their fortunes under its sunny skies.

Three instances may be cited to show the position that Lee Highway Association holds in the national esteem.

1. The U. S. Bureau of Education is introducing the study of highways in the elementary schools of the country, in a series of text books on "Main Streets of the Nation." Lee Highway is one of these "Main Streets."

2. The Commissioners of the District of Columbia have granted permission to place Lee Highway signs on the lamp posts on a principal thoroughfare of Washington, including Pennsylvania Avenue, which connects the Capitol with the White House. This is the first and only instance of permission being granted to mark a highway through Washington.

3. Congress has created the "Arlington Memorial Bridge Commission," composed of the President, the Vice-President, the Speaker of the House, the Chairman of the Senate and House Committees on Public Buildings and Grounds, and Col. C. O. Sherrill, one of our Executive Committee, as Executive Officer. The sum of \$25,000 has been appropriated for plans of the bridge which will be ready by July. The bridge will extend from the north bank of the Potomac to an island in the river and the space from the island to the Virginia line will be filled in—the bridge is to cost some ten million dollars and to be the handsomest in the world. It is to be built for Lee Highway which is to be a great boulevard to Lee Mansion and Falls Church and on to Fairfax Court House.

We have raised the money and erected a granite monument in Washington, called the Zero Milestone, the starting-point for the measurement of distances on the highways of the United States. On June 5, 1923, in connection with the Shriners Convention in Washington the General Director will present the gift to the Government, the Secretary of War, presiding, the Secretaries of Agriculture and Commerce taking part and President Harding dedicating the monument. It is the starting-point of Lee Highway.

Thus at last the men of the southwest have found the way to complete what they began many years ago. Thus the men of Virginia by grasping friendly hands held out to them from the Southwest have found their task shortened and lightened by many years, while all have found that in organized union there is strength.

ANALYSIS OF RECEIPTS FROM MEMBERSHIP DUES, LEE HIGHWAY ASSOCIATION,
FOR THE YEAR 1922

ACTIVE

District of Columbia.....	36 at \$5.00 per annum	\$ 180.00
Virginia.....	400 at \$5.00 per annum	2,000.00
Tennessee.....	212 at \$5.00 per annum	1,060.00
Alabama.....	844 at \$5.00 per annum	4,220.00
Mississippi.....	190 at \$5.00 per annum	950.00
New Mexico.....	7 at \$5.00 per annum	35.00
New Jersey.....	1 at \$5.00 per annum	5.00
Maryland.....	1 at \$5.00 per annum	5.00
New York.....	1 at \$5.00 per annum	5.00
 Total.....	1692 at \$5.00 per annum	\$ 8,460.00

LIFE

District of Columbia.....	20 at \$25.00 per annum	\$ 500.00
Virginia.....	170 at \$25.00 per annum	4,250.00
Tennessee.....	99 at \$25.00 per annum	2,475.00
Alabama.....	2 at \$25.00 per annum	50.00
 Total.....	291 at \$25.00 per annum	\$ 7,275.00

SUPPORTING

District of Columbia.....	1 at \$125.00 per annum	\$ 125.00
Virginia.....	13 at \$125.00 per annum	1,625.00
Tennessee.....	28 at \$125.00 per annum	3,500.00
Louisiana.....	1 at \$125.00 per annum	125.00
 Total.....	43 at \$125.00 per annum	\$ 5,375.00

FOUNDER

District of Columbia.....	1 at \$250.00 per annum	\$ 250.00
Virginia.....	8 at \$250.00 per annum	2,000.00
Tennessee.....	16 at \$250.00 per annum	4,000.00
Pennsylvania.....	1 at \$250.00 per annum	250.00
 Total.....	26 at \$250.00 per annum	\$ 6,500.00

MISCELLANEOUS

District of Columbia.....	3 from \$10.00 to \$20.00 per annum	\$ 42.50
Virginia.....	92 from \$1.00 to \$25.00 per annum	1,072.50
	19 at \$ 50.00 per annum.....	950.00
	1 at \$ 62.50 per annum.....	62.50
	1 at \$ 70.50 per annum.....	70.50
	2 at \$ 75.00 per annum.....	150.00
	5 at \$100.00 per annum.....	500.00
	1 at \$150.00 per annum.....	150.00
	1 at \$500.00 per annum.....	500.00
 Total.....	125.....	\$ 3,498.00
Tennessee.....	10 from \$7.00 to \$25.00 per annum	\$ 105.00
	4 at \$ 30.00 per annum.....	120.00
	4 at \$ 50.00 per annum.....	200.00
	10 at \$ 62.50 per annum.....	625.00
	8 at \$ 75.00 per annum.....	600.00
	1 at \$150.00 per annum.....	150.00
	1 at \$160.00 per annum.....	160.00
 Total.....	38.....	\$ 1,960.00
Alabama.....	2 at \$10.00 per annum	\$ 20.00
California.....	1 at \$100.00 per annum	100.00
 UNCLASSIFIED	(From newly organized Western States, classified list not yet received)	
Oklahoma.....		\$ 175.00
Texas.....		2,140.00
 Total receipts from membership dues.....		\$35,503.00



D. D. Hull, Jr., of Roanoke, Va., Vice President of the Virginia Iron, Coal and Coke Co., and First President of Lee Highway Association, whose liberal support and wise direction established the Association on a firm foundation.



C. H. Huston, Assistant Secretary U. S. Department of Commerce, Washington, D. C., Second President of Lee Highway Association, during whose term the Association assumed national proportions.



Henry Roberts, President of Lee Highway Association, Bristol, Va.-Tenn., known as "Good Roads" Roberts.



Col. C. O. Sherrill, Washington, D. C., Military Aide to President Harding, Secretary and Executive Officer of the Arlington Memorial Bridge Commission, and member of the Executive Committee of Lee Highway Association.

WORDS OF GREETING FROM THE TWO FORMER PRESIDENTS AND THE
PRESIDENT OF LEE HIGHWAY ASSOCIATION

From D. D. Hull, Jr., President

from December 13, 1919, to February 28, 1920.

Roanoke, Va.

January 23, 1923

As the time for holding the Third Annual Convention draws near, I am glad to join Mr. Huston and Mr. Roberts in a word of greeting and encouragement to the officers and members of Lee Highway Association. Those who, like myself, were with the organization when it began to function are gratified that the movement which was at first a Virginia enterprise, then a Virginia-Tennessee undertaking, then a Washington to Memphis effort, has now become national in scope, and all within less than three years.

The success of the movement is due in no small degree to the sentiment of respect, admiration and love for General Robert E. Lee.

Another reason for the rapid growth of the Association is the spirit of the times. This is the Motor Age. The rapid transit highway vehicle has come, it is nearly one hundred per cent efficient, and there are over 12,000,000 of them in use. The spirit of the age, however, cannot find full expression, and progress is retarded by the fact that, speaking generally, roads, bridges and culverts built for buggies and wagons are not adapted to the modern rapid transit vehicle, with a resultant reduction of efficiency to less than forty per cent. This entails a heavy economic loss and a drag on progress that enterprising communities will not endure.

Lee Highway Association, while concentrating on a single line, cooperates with other road organizations in the program to substitute modern for obsolete roads everywhere. The results it has secured, in national legislation and especially in salvaging from our war effort of two hundred million dollars' worth of surplus war property in the shape of motor trucks, tractors and other road machinery and equipment, now in commission in every State and county of the Union, have convinced everyone that Lee Highway Association is a vital factor in National progress, and, therefore, worthy of support.

A third reason for the popularity of the Association is the character of the road whose construction it is hastening.

It is composed of a series of locally important roads joined together so as to form a cross continent line of travel by a direct route through one of the most interesting, rapidly developing and historically and scenically beautiful sections of the country; its Washington-Chattanooga section affording a direct line between the North and Florida and the Gulf Coast resorts, and in its entirety constituting an all-year route between the Atlantic seaboard States and southern California.

A fourth reason for Lee Highway growth is that the principles upon which the organization was founded and to which it has steadily adhered are such as to inspire the confidence of the business element.

Finally, the Association has both given and secured the cooperation of the Federal, the State and the county road building agencies and the National road organizations, such as the American Automobile Association, etc.

We who started the work believed it should be strongly financed. Experience has confirmed this view and clearly indicates the path to ever widening influence through ever increasing financial strength.

D. D. HULL, JR.,
First President of Lee Highway Association

From C. H. Huston, President

from February 28, 1920, to July 8, 1922.

Washington, D. C.

Jan. 23, 1923

Just a word of greeting to the officers, members and supporters of the Lee Highway Association.

Upon my return to Washington I was pleased to know of the good work you are doing and to find that your plans are developing along constructive lines. The Lee Highway is becoming very familiar to the masses in this country and its Managing Director is spoken of in the highest esteem by all those who come in contact with him.

Sincerely yours,

C. H. HUSTON,
Assistant Secretary of the U. S. Department of
Commerce and Former President of Lee
Highway Association.

Greetings from President Henry Roberts

During three years of careful investigation by the officers and thoughtful consideration by the Directors and Executive Committee, the route for the Lee Highway (except as to details across Arkansas), has been determined from Washington to San Diego. The distance is 3000 miles, 300 miles less than any other trans-continental highway. Every mile is embraced in the 7% interstate and state system provided for by the Federal Road Act, and every section of Lee Highway is thus in line to receive State and Federal aid.

The United States Bureau of Education is introducing the teaching of Lee Highway as one of the "Main Streets of the Nation" in the schools of the 48 states and District of Columbia. The Commissioners of the City of Washington have authorized Lee Highway signs to be attached to the light-standards on Pennsylvania Avenue. The General Assembly of Virginia has incorporated Lee Highway into the State Highway System and is constructing and maintaining the road from Washington to Bristol "for the purpose of establishing a perpetual memorial from the people of the Commonwealth of Virginia, and as a part of the National Memorial to Robert Edward Lee." The State Highway Department has marked Lee Highway through Virginia by painting symbols on poles and bridges.

As the Appian Way and twenty-eight other great highways radiated from the golden milestone in Imperial Rome to the uttermost parts of the civilized world and afforded transportation for the civilization that boasted of the "Grandeur that was Rome," so Lee Highway starts at the Zero Milestone in Washington erected by our Association and crosses the Continent over the richest domain of America! It is our duty and privilege to lay the foundation for a highway and civilization which will last through time.

With full realization of this duty and privilege, the Officers, Directors and Executive Committee of the Lee Highway Association, where practical, have selected the most direct route available for Lee Highway. More important than this, they have selected a route traversing great natural resources, to which a rich territory is tributary. It is not only the purpose of Lee Highway Association to build and develop Lee Highway, but also to develop the Lee Highway Zone, and to make Lee Highway the center of the greatest civilization in the world. Therefore, the route selected brings into panoramic view broad plains, beautiful streams, noble rivers, fertile valleys, rolling hills, and towering mountains. Great engineering achievements in the construction of bridges, dams and industrial plants are seen in contrast with the mighty handiwork of the Almighty. The agricultural, live stock and industrial development along Lee Highway are indicative of a prosperous and progressive people. The diversified resources attract the home builder. The springs, streams and mountains in the panorama invite the people of our country to travel Lee Highway for recreation. The scenery is inspiring. The historic spots arouse patriotic interest.

It is indeed a delightful service in which the Officers, Directors and members of Lee Highway Association are engaged. Now that the route is so well selected, let us go forward with a great construction program during the year 1923. Let Virginia lead by authorizing the \$12,000,000 bond issue, based upon the one-cent-per-gallon gasoline tax, at the special session of the General Assembly to convene February 28, 1923, making it possible to let contracts for the construction of all the gaps in Lee Highway and the other important State highways in Virginia during 1923. Let the Tennessee Legislature follow with the \$75,000,000.00 bond issue, and build the gaps in Lee Highway in Tennessee and the entire State Highway System at once. Let Alabama and Mississippi fall in line and complete Lee Highway to Memphis. Then let Arkansas, Oklahoma, Texas, New Mexico, Arizona and California complete the Highway to the Pacific Coast, so that the year may be closed with all unfinished gaps under construction along the entire length of Lee Highway.

This can be largely done if every member of Lee Highway Association will actively, persistently and intelligently cooperate with the Officers and Directors of the Association and with the State and local road authorities to accomplish this end.

The annual report of the General Director, outlining the work of the Association from its beginning through 1922, and the financial report for 1922, show faithful work by the employed officers of the Association, reflect credit upon the organization, and merit careful consideration.

We must ever keep in mind the fundamental purpose and principles and policies of Lee Highway Association. Our purpose is to build a perpetual National memorial to General Robert Edward Lee. We must see to it that the Association is strongly financed, and that its activities are kept within the limits of its income, and that no obligation is incurred without sufficient funds to promptly meet it. All disbursements must be based upon itemized statements, no commission or bonus paid to anyone for any purpose, and the financing must be continued on a four year basis in order that the work may be planned in advance and vigorously and intelligently conducted. The personnel of the working force must be of the highest type.

The route is selected, the organization is working smoothly, and the deck is cleared for action. Let every member of Lee Highway Association buckle on his armour of courage and energy and work for Lee Highway as a great life service!

Bristol, Virginia-Tennessee

January 6, 1923

HENRY ROBERTS, President.

Distribution of Surplus War Materials, Equipment and Supplies.

From Report of T. H. McDonald, Chief of Bureau of Public Roads.

One of the most helpful services rendered to the States has been the distribution of road-building machinery, equipment, and supplies from the surplus war material of the Army. The material, thus distributed, has enabled many of the States to organize and equip maintenance divisions to patrol the entire State road system. Approximately \$190,000,000 worth of property, including 30,000 motor vehicles, has been distributed.

The largest item of these surplus materials delivered during the past year is made up of shop machinery and shop tools and equipment, the distribution of which has enabled the several State highway departments to equip shops in which motor vehicles and other motor-driven machinery, also received from the Government, have been reconditioned and repaired. This shop machinery consists in the main of lathes, tool grinders, milling machines, cutting machines, planers, drill presses, and electric motors.

Other major items received from the War Department's surplus include the following, approximately in the quantities noted:

80-pound relaying rail (tons).....	25,000
25-pound industrial rail (tons).....	10,000
Motor vehicles, including 1,118 Dodge touring cars and light delivery trucks.....	5,000
Picric acid (pounds).....	12,500,000
T N T (pounds).....	8,000,000
Sodium nitrate (pounds).....	24,000,000
Ammonium nitrate.....	5,000,000

Of the picric acid received, approximately 8,000,000 pounds have already been distributed. The explosive as received from the War Department is put up in cartridges similar to commercial dynamite and shipped to the States for road-building and land-clearing purposes at 6 cents per pound f. o. b. Fort Wingate, N. Mex., Sparta, Wis., and Edgewood Arsenal, Md.

The following table shows the value of surplus war materials actually received by the State highway departments and the Department of Agriculture up to June 30, 1922, by Lee Highway States:

State	Total value of material delivered.
Alabama.....	\$2,352,057
Arizona.....	2,436,823
Arkansas.....	2,376,257
California.....	4,463,014
Delaware.....	419,263
Maryland.....	1,674,163
Mississippi.....	2,994,715
New Jersey.....	2,128,130
New Mexico.....	2,148,374
New York.....	7,874,065
Oklahoma.....	2,692,467
Pennsylvania.....	4,528,909
Tennessee.....	3,938,101
Texas.....	7,855,378
Virginia.....	3,270,993
Retained by Department of Agriculture for Forest Roads, etc.....	10,473,750

THE WHITE HOUSE
WASHINGTON

5 January, 1921

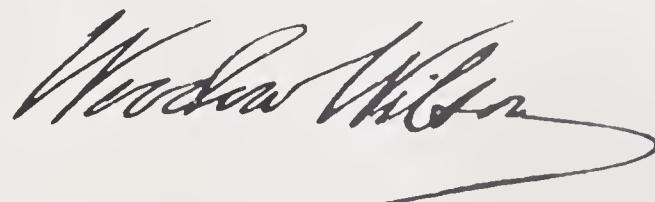
My dear doctor Johnson:

It gives me real pleasure to express my interest in the association of which you are the General Director. It is certainly most appropriate that there should be a national memorial to General Lee. It is one of the happy circumstances of our national life that the bitterness of the Civil War has disappeared and that General Lee is now recognized as a man worthy of the admiration of the whole nation. Certainly his heart was true to the nation, and he did all in his power to heal the wounds which were made by the bitter civil strife in which he was obliged to take part.

It is a happy old saying that sectional lines are obliterated only by the feet that cross them, and this great highway should contribute to that much-to-be-desired result.

Cordially and sincerely yours,

Dr. S. M. Johnson,
The Lee Highway Association.





The Falls of Yosemite

Capt. Bernard McMahan, who is organizing the transcontinental convoy to the Shriners' Convention in Washington, D. C., June, 1923

At Washington, D. C., highways converge from every town and city of over 5000 inhabitants in all New England, New York, New Jersey, Delaware, Pennsylvania, Maryland, and parts of Ohio. Lee Highway is the transit line for travellers over these roads to the eastern playground of America, the Highlands of the South, extending from Washington to Huntsville, Alabama, and including the Blue Ridge and Unaka Range on the one hand and the Allegheny-Cumberland on the other. Lee Highway is also the shortest route to San Diego from the converging point of all these highways at Washington.

At San Diego Lee Highway connects with a system of roads leading to all points in California, Oregon and Washington, including everything in this magnificent playground of the Pacific Coast.

The closing up of all remaining gaps and the opening of this all-year line of travel has been undertaken by Lee Highway Association and is receiving the support of all the states, counties, towns and cities between Washington and San Diego.
